

Montana and the Sky

Vol. 33, No. 8

MONTANA AERONAUTICS DIVISION

August, 1982

Montana's 99s

The Montana Chapter of the 99s' first airmarking project for this year was at Stanford on July 10. Ninety-Nines and their 49½ers arrived promptly at 8:30 a.m., and with the help of templates and paint from the Montana Aeronautics Division, finished painting "Stanford" on the ramp and numbers on the approach end of the sod strip by 11:00! That must be some kind of a record!

Painters, stirrers, diagrammers and sideline supervisors were: Dorothy and Roland Albright, Sandy and Jim Ellis, Nancy and Mark Larsen, Betty and Archie Nunn, Mary and Rich McKamy, Loretta Stevens and Mick Wilson. Ninety-Nines and members of EAA are attempting to airmark the Laurel airport as an "extra" project prior to the airshow which was scheduled for July 31 to August 1. Hardin will be the final airmarking project and is scheduled for August 14.

The quarterly statewide meeting was conducted in conjunction with the airmarking project in Stanford. Due to the expanse of our state and the distances involved, they attempt to gather all the 99s on a quarterly basis. The next statewide meeting is scheduled for October 9 in Helena, which hopefully will enable those members in the western part of the state to participate. They will be meeting at Morrison Aviation in the old tower building at 11:00 a.m. and invite anyone interested to attend.

Billings area 99s have been meeting monthly and usually invite a guest speaker. They have been preparing a static display, incorporating educational and general aviation activities for the Laurel airshow. Hopefully, the display will move around the state for various aviation functions and can be used to promote safety, education and membership. New members to the Montana Chapter this year are Dee Barr and Loretta Stevens of Billings, and Linda Marshall of Belgrade.

Pat Johnson, Vivienne Schrank and Loretta Stevens have participated in the FAA's Pilot Proficiency Award Program and have received their Phase I Wings. Pat and Vivienne were participants in the Lewistown Seminar, sponsored by the Montana Aeronautics Division, and Loretta received her dual instruction in Billings.



Montana 99s during their airmarking project at Stanford.



Pete Pederson, Glasgow, helped install one of the runway marker cones at Schafer Meadows.

Great Falls Provides Overtime Inspections

The Great Falls International Airport Authority has concluded an agreement with the U.S. Customs Service and the U.S. Immigration and Naturalization Service whereby charges for inspectional overtime services performed between the hours of 5:00 p.m. and 9:00 p.m. for aircraft arriving from foreign points will be billed to the authority rather than billed to or collected from the aircraft operator/recipient of the overtime services.

The airport authority is hopeful that this arrangement will generate increased airfield activity which will offset any additional costs involved in their underwriting the overtime charges.

Administrator's Column

The Legislative Audit Committee, during their meeting on July 21, 1982, in Helena handed down their decision on the Aeronautics Board Sunset Audit Review. The committee, chaired by Senator Himsel of Kalispell, recommended legislation to:

1. Re-establish a Board of Aeronautics.
2. Attach the Board to the Department of Commerce.
3. Retain the Board's advisory function.
4. Repeal the Board's authority to act as a municipality for the issuance of industrial revenue bonds.
5. Repeal the Board's authority to regulate intra-state scheduled air carriers.
6. Retain the present Board's composition.
7. Require appointment of Board members by the Governor.

* * * * *

I recently read of a new (or what is new to me) cure for airsickness. It's ginger. Take a teaspoon or so of ginger — or two capsules of powdered ginger root. According to the result of a recent demonstration of 36 volunteers who were given several motion sickness cures, those who took ginger were able to last conclusively longer without experiencing airsickness.

* * * * *

The annual Schafer Meadows work session fly-in was held July 23, 24 and 25, 1982. The weather was beautiful and about 28 airplanes flew in. The Montana Aeronautics Division hosts this annual fly-in in cooperative effort with the U.S. Forest Service to maintain the airstrip and campgrounds. We installed runway marker cones to relocate the runway centerline slightly north in order to keep the airplanes off the present badly worn path thus allowing the newly seeded grass a chance to grow. The U.S. Forest Service feels that we probably will need to rotate the runway centerline back and forth about every year or two.

Many gopher holes were filled, new windsocks installed, signs repainted, benches repaired and painted and some new larger fire grills installed to replace some of the badly warped old smaller grills. All in all the airstrip and campground are in excellent condition.

There still remains some confusion about which radio frequency and which runway to use. Aircraft to aircraft frequency 122.9 MHz is to be used, NOT air to ground unicom frequency 122.8 MHz. Because of the safety factors involved in the fast rising terrain immediately east of the airport, the appropriate runway to use at Schafer is Runway 25 for both landing and takeoff.

* * * * *

Mr. Chuck Foster, Director of the new Federal Aviation Administration Northwest Mountain Region, held a "Hangar Session" in Helena on July 20th. Mr. Foster brought his Division Chiefs and each made a brief presentation and responded to many questions from the audience. There was a good cross section of the aviation community in attendance—airport managers, sky divers, ultralight pilots, aircraft mechanics, and airplane and helicopter pilots.

I was quite pleased with the turnout and felt that programs such as this are worthwhile and commend Mr. Foster and his staff for recognizing the need in conducting face to face meetings with the people directly involved with aviation.



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The FAA Northwest Mountain Region Division Chiefs answer questions during the hangar session held in Helena. Left to right, Jim Ullmer, Lynn Mayfield, Chuck Foster, Ron Bernstein, Dave Jones and Bob Brown.



Aeronautics Division Administrator Mike Ferguson presenting Chuck Foster, newly appointed FAA Director of the Northwest Mountain Region, with the Frank Wiley book, *Montana and the Sky*.



Chuck Foster during his presentation at the FAA hangar session held in Helena on July 20, 1982.

CALENDAR

September 26—Sidney Terminal Grand Opening

September 24 to 26—Mountain Search Pilot Clinic, Kalispell

October 2—Great Falls to Jackpot Air Race. Contact Patti Thompson, Race Director, for information, 452-8800

October 8 & 9—Montana Flying Farmers Convention, Sheraton Inn, Great Falls

October 9—Montana Chapter 99s meeting in Helena, Morrison Aviation, 11:00 a.m.

October 31 to November 5—AOPA 27th Annual Convention, Las Vegas, NV. Call 301-951-3947 for further information.

Don't forget the
Halloween
Air Race!

Call Patti in
Great Falls
for details

452-8800

I Learned About Flying From That

By: Gordon Sands

I began flying into Schafer Meadows about 1940 and for many years my cousin, Worth Clack, also a pilot, and I made an annual elk hunting trip into there. We had cleared a small meadow on Bear Creek adjacent to Highway 2 on the south boundary of Glacier National Park that was adequate for the J3 Cub I was using at that time.

The Bear Creek meadow is about 25 air miles from Schafer and we used it as a base of operations. Worth would drive from his home in Kalispell, bringing part of the equipment and supplies and I would arrange for my equipment and a supply of gasoline to come from my home in Havre, while I flew the Cub to the base. From there we would make whatever trips into Schafer were necessary, usually three or four, and would set up our camp at the side of the strip. During those early years there was very little traffic into the airport and game was abundant. Frequently ours was the only airplane on the strip during the week we would be there.

Since there were seldom packers with horses available to us, our greatest concern was not merely to find game but to find it in the immediate vicinity of the strip so that we would drag or pack it a quarter at a time. On several occasions we killed elk right on the strip and in most instances, it was within a quarter of a mile.

This particular year we were especially successful and had not only taken two large bull elk but had the additional good fortune of having found a packer to bring them in for us. These, together with our guns, tent, sleeping bags, cooking utensils and other sundry items presented quite a chore to the limited power and cargo space of a J3 Cub.

In order to use all the available space in the rear seat area I had constructed a light-weight removable platform of plywood that fitted between the back of the front seat and the front of the rear one. The top of it was level with the rear seat and protected the socket of the rear control after the stick had been removed. This gave me room to load one hind quarter or possibly two front quarters and whatever other miscellaneous items there was room for, but even at best I made up to seven or eight trips to get everything out to the Bear Creek Meadow.

During the fall hunting season, the weather in that area can range all the way from beautiful to terrible. But perhaps the most disconcerting condition that can occur, at least to a J3 pilot faced with a long day or more of shuttle trips in and out, is high wind and the turbulence that is sure to accompany it. That is exactly what happened in 1940. Worth was due back to work in two days and since these winds usually last several days we decided to go ahead with the ferry job.

After off-loading the cargo at Bear Creek and adding a little gas I would stow the platform, insert the rear stick into its socket and fly back to Schafer in the rear seat. The problem on the inbound trip was mostly maintaining altitude while encountering strong down drafts and heavily loaded. On the return trip maintaining altitude was no problem but with the Cub lightly loaded the turbulence was terrific.

On the last trip of the day I left Bear Creek after the sun had set. It



Schafer Meadows in October, 1941.

darkens fast in those deep, narrow mountain valleys. Usually the wind goes down in the evening but this time it didn't, and the Cub and I were getting thrown around something awful. I was about half-way back and it was getting black in the cabin of the Cub when the bottom fell out of everything.

I habitually fly with a tight seat belt but even so my head hit the roof so hard it stunned me for an instant, then I found myself flailing the control stick all over the cockpit but getting no result . . . I had pulled it out of the socket! In smooth air and daylight it would have been no problem to reinsert the stick, but this air was anything but smooth and those control surfaces must have been banging from one extreme to the other. Try as I would, I couldn't get the stick back in the hole. In the meantime the Cub had rolled past 90° and the engine was cutting out for lack of fuel. Something had to be done, and quickly, so as badly as I hated to in that turbulence and in that altitude I had to loosen my seat belt so that I could lean forward far enough to reach the front stick and get the airplane back under control. Then I could reinsert the rear stick.

I accomplished my plan and the rest of the trip from there back to Schafer was anticlimactic. I think I spent the most of it getting my nerves settled back down.

Needless to say, the cause of what could very well have been a fatal accident was my neglect. In my haste to get going, I failed to replace and safety that quarter-inch pin that secures the stick in its socket, and it nearly cost me my life.

That was 40 years ago, and while I no longer hunt, I love the place and still make several trips a year into Schafer. The Cub, of course, is long gone although I still have fond recollections of it. In the intervening years I have flown a variety of airplanes into there and all of them were better able to cope with the conditions peculiar to those mountains. One thing you can be sure of—no matter what I'm in, figuratively speaking, the pin has always been in the stick and safetied!



Schafer Meadows from the air. Beautiful isn't it?



Sam Langhus installed a new post for a campground bench over the weekend at Schafer. His able assistant is Herb Sammon's grandson, Lance Moats.



There was a good turnout for the fly-in and always plenty of good times.



Chef Herb Sammons, second from right, begins preparations for a gourmet supper with plenty of supervisors assisting.



Mike Ferguson cooking breakfast with hungry onlookers, Bev Fox, left, and seated, Dick and Leona Strouf.



The Montana Pilots Association held a regular meeting during the fly-in.

Schafer Meadows



Judy Moats is assisted by her mother, Phyllis Sammons, in repainting the "Fly it in — Fly it out" sign.

Backwoods Airports

By Jerry Burrows
Aviation Representative

The Schafer Meadows Airport offers a unique opportunity for pilots, families and friends as discussed in both the Administrator's Column and Gordon Sands article found in this issue of Montana and the Sky. In order that we may continue this privilege at Schafer Meadows and other mountain strips, a few common sense measures are provided as well as some safety items.

"Fly it in — Fly it out" — The Forest Service no longer provides garbage cans or trash pickup at these airport campgrounds. Burn paper products and squash cans and you'll be surprised at how little trash needs to be taken back with you.

Our office is going to provide trash bags at Schafer on a trial basis later this year or next year for people who forget.

"Use 122.9" — When approaching, landing and departing this frequency should be used.

The "government" USFA, etc., has the right and uses these strips for grazing of "government" stock after dark. Arrange your trips so you will not be faced with landing at dusk or later. If the horses and mules don't get you there're always the moose, elk and deer!

The white fiberglass cone markers at Schafer have been installed at the request of the Forest Service on a temporary basis. Nearly all aircraft have been using the same path or track when landing/departing causing the runway to become badly rutted with no vegetation.

The cones now funnel the traffic along the original runway centerline — over the "T" and "circle." The cones will be moved or removed as traffic requires. Reseeding is going to be done on the bad areas this fall.

Our office and the Forest Service are always interested in correcting any deficiencies on these airports. Please call us if any unsafe conditions exist. Let us know if windsocks need replacing, fence needs fixing, holes need filling, rocks need picking, etc. Any suggestions will be appreciated.



Jack Rochford, left, and Bob Hollister filled gopher holes during the work session at Schafer Meadows.



Dick Markle at Schafer Meadows supervising runway cone installation and the rock picking crew.

Who Me?

*The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.*

*Now who can this be,
He ought to be hung,
Still he must be my friend,
Cause my number he rung.*

*Hello, Who is it?
I was sleeping my friend,
The FAA's calling,
Quite a pickle you're in.*

*Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?*

*Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.*

*So we've a favor to ask
(But he already knows it).
Next time you file one,
Please mister, "CLOSE IT"!!!*

NDB School



By: Jerry Burrows
Aviation Representative

A navigational aids training school was held in Lewistown on June 19, 1982, for the technicians who maintain the Aeronautics Division's 24 NDB's (H-markers) located throughout the state.

The technicians were given the opportunity to exchange ideas, relate specific problems and hopefully solve them, become better acquainted with the latest technology available and learn their responsibilities with reference to the FAA's requirements.

Bob Spears and Wayne Moritz represented the FAA's Airway Facilities Division from Seattle and provided valuable information concerning flight checks, equipment servicing, annual inspections, NOTAM's, accidents involving the NDB and many other areas.

Paul Lynas and Esca Hicks with the Southern Avionics Company (SAC), Beaumont, Texas, had several components of their latest solid state NDB transmitters along for classroom demonstration. As one-half of the state's transmitters are of SAC's manufacture, the technicians had the opportunity to talk with the designers and get to some serious problem solving. Antenna systems, lightning protection, power surges, insulators were among other subjects discussed.

The electronic technicians in attendance were Bill Stewart and Rick Klin, Hamilton; Nick Poncelet, Whitefish; Lew Kuster, Red Lodge; Lloyd Scoles, Sidney; Sheldon Rediske, Baker; Robert Delang and Preston Kappes, Miles City; Bob Brenner, Glendive; Russ Hurd, Havre; Kary Mavencamp, Glasgow;

and Jerry Walth, Conrad.

The state's program, contracts, buildings and equipment improvements and the distribution of many technical bulletins was handled by Jerry Burrows.

As low frequency (200-415 KHz) equipment is unusual, we believe this specialized school will help provide a very reliable NDB network in Montana.

The operation of these 24 stations is a cooperative effort with the communities involved. A thanks to your progressive airport board, county or city would be appreciated.



FAA representatives at the NDB school were Wayne Moritz, left, and Bob Spears.

Montana NDBs

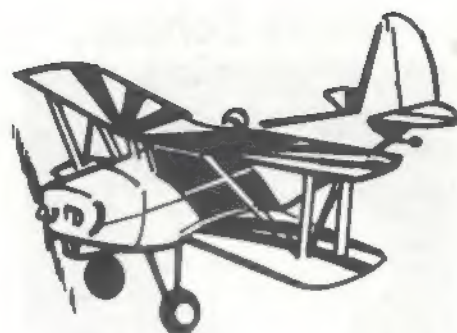
Baker	BKU	344KHz
Broadus	BDX	335
Choteau	CHX	269
Circle	CRR	245
Conrad	CRD	293
Eureka	EUR	392
Forsyth	FOR	236
Glendive	GDV	410
Glasgow	MKR	339
Hamilton	HMM	410
Harlowton	HWQ	242
Havre	LDS	389
Jordan	JDN	263
Libby	LYI	414
Malta	MLK	272
Plentywood	PWD	251
Polson	PLS	275
Red Lodge	RED	203
Roundup	RPX	362
Scobey	SCO	283
Shelby	SBX	347
Sidney	SDY	359
West		
Yellowstone	ESY	338
Wolf Point	OLF	404



Participants of the NDB school. Left to right, front row, Russ Hurd, Jerry Walth, Kary Mavencamp. Not pictured is Rick Klin. Middle row, Lloyd Scoles, Sheldon Rediske, Robert Delang, Preston Kappes and Bob Brenner. Back row, Esca Hicks, Bill Stewart, Nick Poncelet, Lew Kuster.



Esca Hicks, left, and Paul Lynas working on the NDB transmitter in Baker.



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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